



ASLEF

PUBLISHED BY THE ASSOCIATED SOCIETY OF LOCOMOTIVE ENGINEERS AND FIREMEN

JOURNAL
JANUARY 2015

On track for Westminster – Howard, Andy and Tom get the green light



MARIA EAGLE: Time for a bold offer on our railways

MARZ COLOMBINI on the EU: Should we stay or should we go?

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lost his head

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drivers' **union**

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Stepping up to the mark

IN THE last couple of months, as I've been around the country visiting branches and district councils, I've been struck by the depth of knowledge about, and concern for the future of, our industry. It's clear that at grassroots people believe there is no long term political strategy for our railways and recent decisions on East Coast and ScotRail sleepers reinforces this. Concerns over direct awards and the contents of invitations to tender, specifying job cuts, changes to services, and DOO, have to be challenged and securing our members' futures and conditions will always be our first priority. Quite rightly, drivers are telling me about their concerns for their families and how, in this election year, ASLEF needs to step up to the mark and have a clear voice on everything from employment rights, zero hours contracts and agency working to the NHS and access to justice and we will be doing just that in the run up to May.

We had significant success over the outcomes arising from an ORR prosecution and believe that we are going to be part of a process that will start to return the rule book to a template for industry safety and not a charter for controls to protect companies from penalties when essential systems such as communication are down or degraded and I want to thank you for the strong and unified stance that enabled this to happen.

Our president, Alan Donnelly, has decided to retire after 14 years on the executive committee, ten of them as president, making him, as far as we can ascertain, the longest-serving president in the long history of ASLEF. During his tenure we have had many difficult internal and industry issues to deal with and he has brought strength of conviction and natural justice to the table with a determination and humour very few can or will match. Brother, thank you; now give the time to your family that you dedicated to us and have a long and healthy future.

Yours fraternally

Mick Whelan, general secretary



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**More than
just a union**

Victory for the Barnsley two

SOUTH Yorkshire Freedom Riders, who are campaigning against cuts in travel passes for older and disabled people, celebrated victory after trumped-up charges against two members, Tony Nuttall and George Arthur, were dropped at the last minute.

Tony and George were charged with obstruction during a protest at Sheffield station in

June when British Transport Police and private security guards hired by Northern Rail brutally attacked pensioners. Just hours before the start of a five day trial the Crown Prosecution Service was forced to admit 'there is not sufficient evidence to obtain a prosecution.'

A lobby organised by Barnsley trades council outside court turned into 'a victory



Tony Nuttall and George Arthur

celebration with lots of trade unionists and union banners,' said Tosh McDonald, ASLEF's vice-president.

'After the lobby we marched

through the centre of Sheffield and down to the train station,' said George. 'Then we decided to go and introduce ourselves to the British Transport Police, at their office on platform 1, and demand an apology for their behaviour. Unfortunately, none of them came out to meet us. Perhaps they were feeling shy. Following a rally, which got applause from passengers throughout the station, a number of us boarded a train and had a freedom ride to Meadowhall.'

Selling Britain short

Mick Whelan has written to Patrick McLoughlin to protest about the government's proposed sale of its stake in Eurostar. The GS told the Transport Secretary: 'Eurostar is an important and ever growing asset for the British taxpayer. It's a thriving business whose traffic has gone up by a fifth since services started operating from St Pancras in 2007.'

The new rolling stock will allow the company to serve a range of additional destinations in the future. It is therefore vital we retain a strategic interest in it.



'I simply don't believe the £300 million the sale is estimated to realise is sensible in the context of the Chancellor's plan to generate asset sales of £20 billion by 2020. The government's wish to divest itself from rail

operations is ironic given the growing presence of foreign state-owned or state-backed railways in the UK. Selling our stake in Eurostar would likely bolster SNCF who, of course, retain a 55% share of the company.'

QUOTE...

'Scotland has changed everything. It's increasingly looking like the Better Together coalition of establishment parties won the battle but is losing the war.' – Paul Salvesson, general secretary of the Hannah Mitchell Foundation, in *Chartist*

...UNQUOTE



ASLEF did not send any Christmas cards this year; instead we made a donation to the Samaritans.

CAMERON AND CARWYN DO A DEAL

A deal has been struck to electrify railway lines in the south Wales valleys after a row between Westminster and the Welsh Assembly over who should pay. The UK government will fund the £850 million upgrade of the London to Swansea main line and put £125 million towards electrifying the Valley lines. Reduced costs and increased revenues will cover the rest of the project's predicted £463 million cost, said Prime Minister David Cameron and First Minister Carwyn Jones.

MICK HITS OUT AT FARE RISE

Mick Whelan has condemned the 2.2% rail fare rises in January. 'Once more, the most expensive railway in Europe continues to penalise the travelling public at a time when most families are struggling to make ends meet,' said Mick. 'More people will fall into the travel poverty trap and employers and employees will be hit by this poor decision.'

BLACKROCK FARE DODGER BANNED

Jonathan Burrows, a City high flyer described as 'the biggest fare dodger in Britain,' has been banned from working in financial services by the Financial Conduct Authority. Burrows, who earned a six figure salary at the asset management company BlackRock, dodged £42,550 fares since 2008 by getting on trains at the unmanned Stonegate station in Sussex.



The GS, NO and executive committee stand on the steps of head office to say goodbye to Alan Donnelly, its president for the last ten years: Andy Hudd, Hugh Bradley, Marz Colombini, Terry Wilkinson, Dave Calfe, Mick Whelan, Andy Hourigan, Tosh McDonald, Alan, Simon Weller and Howard Kaye.

Follow the Leader



Jim Murphy (left) has been elected leader of the Scottish Labour Party. He

won 55.77% of the vote ahead of Neil Findlay with 34.99% and Sarah Boyack with 9.24%. Kezia Dugdale is the new deputy leader with 62.9% of the vote ahead of Katy Clark on 37.1%.



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Steve Richardson, Collette Gibson, Howard Kaye, Marz Colombini and Finn Brennan

Winning for women

COLLETTE GIBSON reports from the **Winning with Women fringe at the London Labour Party conference**

Diane Abbott, MP for Hackney North & Stoke Newington; Seema Malhotra, MP for Feltham & Heston; Alison Moore, leader of Barnet Labour Group; and Linda Parks, vice-chair of London Labour all spoke at a Fabian Women's Network meeting at the London Labour conference.

Diane said Labour's candidates should reflect society, and our communities, we need to create a more diverse demographic, at every level, if Labour is to win again. Small changes can

make a big difference, such as changing the price structure for conferences (£30 for a visitor!) and providing a crèche.

To win women's votes we should be engaging with issues most likely to affect women's lives such as health, jobs, carers, cuts, and the cost of

living. Seemha said women's time is limited and we need to make good use of it, changing the way we approach women, and keeping in contact.

If Labour is to win the general election women's votes will be crucial. Men and women engage with politics differently and we need to think creatively about how best to communicate with women and persuade them to vote.

QUOTE...

'I'll tell you, for the risk we run, and the management effort my team put in, we get underpaid.' – **Martin Griffiths, chief executive of Stagecoach, who picked up £2.2 million last year**

...UNQUOTE

EUROPE THROWS MEGA TRUCKS OFF THE ROAD

Freight on Rail has welcomed the European Union's decision to reject the European Commission's controversial proposal to allow 82ft 60 tonne mega trucks to rampage across the continent. Philippa Edmunds, manager of Freight on Rail, said: 'Mega trucks mean more fatalities on our roads, more congestion, more pollution, and more road damage; as well as undermining rail freight, which is the low carbon, energy efficient, environmentally friendly, low cost and safer alternative.'

CONFERENCES

The Welsh Labour Party conference will be held from Friday 13 to Sunday 15 February in Swansea. The Scottish Labour Party conference is on Saturday 7 March in Glasgow. The Scottish TUC is from Monday 20 to Wednesday 22 April in Ayr. ASLEF's annual assembly of delegates is at the Park Inn, Southend, from Tuesday 12 to Friday 15 May. The Durham Miners' Gala is on Saturday 11 July. The Tolpuddle Martyrs' festival, near Dorchester, is from Friday 17 to Sunday 19 July. The Burston strike school rally is at Burston, near Diss, in Norfolk on Sunday 6 September.

500 CLUB: C Martin, with number 72, won the December draw, scooping the RMS prize money jackpot of £350.

Off the rails



TOSH McDONALD – or Richard Branson, as Keith Vaz prefers to call him – features in a double page spread in the winter issue of *Motorcycle Rider* under the heading *Riding on the Left*: 'Honorary British Motorcyclists Federation member Tosh McDonald is vice-president of the train drivers'

union. He is also nuts about bikes. Here he talks custom Harleys, social justice and having to suit-up for meetings.' Tosh – 'who drew national media interest following his speech at the 2013 Labour Party conference in which he argued for renationalisation of the railways while wearing a Harley-Davidson tee-shirt' – talks to Olivia Hanks about his favourite bikes – including an old Raleigh Runabout, a Yamaha Fizzy, a Shovelhead Harley and a WLA featured in *Back Street Heroes* – as well as the importance of trade unions: 'If you look at non-unionised industries they are paid less, conditions are worse. Of course, if all bosses were wonderful, we wouldn't need trade unions, but...'

PRIVATE EYE, and its well-informed rail correspondent Dr B Ching, keeps an eagle eye, and vitriol-dripping quill, on Britain's railways. It noted recently that, 'with Labour committed to bringing back publicly-owned Directly Operated Railways to bid against the private sector for rail franchises if it wins next May, private rail companies are busy lobbying the party.' The Eye adds that the Rail Delivery Group, which represents the interests of the privatised TOCs, has hired Christine Quigley, political adviser to Mary Creagh. 'Its logic is clear; not only will Quigley have inside knowledge of Labour's plans, but she could also lobby her former colleagues and talk them out of doing anything too radical. Alas, the companies may not have spent as wisely as they had hoped. Creagh is telling one and all that she sees Quigley as a sell-out who was only interested in "doubling her salary".' And since Ed moved Mary to International Development, Christine – 'favourite reading, *Grazia*, mostly' according to her website – has lost her USP.



PAUL SALVESSON, the 'railway professor' and author of the report on *A People's Railway for Scotland*, is to stand for Yorkshire First – 'which wants home rule for Yorkshire' – in the three-way marginal of Colne Valley in May. 'We have a larger population than Scotland and a larger economy than

Wales, but we don't have the same powers as either,' says Paul, a former Labour councillor, who was born and brought up in, er, Lancashire.

TONY BLAIR, described by Bagehot in *The Economist* as 'one of the most hated men in Britain', was talking to Alan Johnson, the Labour MP for Hull West & Hessle, and former postie, about families. In *Please, Mr Postman* (Bantam Press, £16.99), his second volume of memoirs, Johnson dryly recalls that when he told Tony that, at the age of 20, he was married and living in a council house with three kids, Blair looked startled: 'Gosh, you really are working-class, aren't you?' Happy New Year...

Edwina holds out hope of a better railway for Wales

EDWINA HART, Minister for Economy, Science and Transport in the Welsh government, says a not-for-profit company could be running train services in Wales after 2018. The Welsh government will decide who runs the Wales and Borders franchise routes around Wales, and into parts of England, excluding main line services to London. The services are currently run by Arriva Trains Wales, a subsidiary of the German state operator Deutsche Bahn. Plaid Cymru welcomed the news but Conservatives claimed Edwina, Labour AM for Gower, was 'Marxist'.

Devolution of responsibility for the franchise was revealed by Prime Minister

David Cameron in November when he finally gave the green light for electrification in south Wales. Edwina, who wrote an article on the future of the railway in the *Journal* last August, announced just before Christmas that she is setting up a not-for-profit subsidiary of the Welsh government, initially to advise on electrification, the rail franchise, and plans for a metro transport network in south Wales.

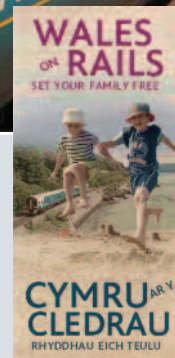
She said: 'We want to do this as professionally as possible, and we think this is the vehicle that will allow us to do so, and also a cost-efficient way of managing it as well. I am determined that when we go to the full issue of the franchise we're prepared for a not-for-dividend company to be established. I think that's popular in terms of people's perceptions.'

She added: 'Nationalisation of the railways is probably what the public would like, but that gift isn't with me.'

Plaid Cymru transport spokesman Rhun Iir Iorwerth said 'We fully support this option' but Conservative Shadow Transport Minister Byron Davies said 'preventing private



Edwina Hart, Labour's Transport Minister in Wales, is planning a new strategy for the railway



businesses from running Welsh railways' was 'Marxist'.

A spokesman for Arriva Trains Wales said: 'We are looking forward to the opportunity of working with the Welsh government to implement their plans for transport in Wales.'

Standing up to UKIP



ASLEF activists did their bit during the Rochester & Strood by-election at the end of November. Faced with Mark Reckless, who won the seat for the Tories in 2010, standing for UKIP, and a provocative march through town by members of the far-right group Britain First, dressed as Protestant paramilitaries, bused in from outside the constituency, union members got out on the streets to canvass for the Labour candidate. They included (from left to right) Mark Prenter, who works out of Waterloo, and is a Medway council candidate in Twyrdal ward; Marz Colombini, executive committee member for District 1; Dave Piggott, of Faversham branch, who drives high speed trains; and Rebecca Platt of the RMT.

FREIGHT TRAIN, FREIGHT TRAIN, GOING SO FAST

The first direct freight train to run from China to Spain reached Madrid last month after an epic 13,000 kilometre journey taking 21 days from Yiwu. It is the longest rail route in the world – longer than the Trans-Siberian Railway and the Orient Express – and had to cope with track gauge changes at Dostyk, Brest and Irún on its way through China, Kazakhstan, Russia, Belarus, Poland, Germany, France and Spain.

Light at the end of the tunnel

TONY DOBSON reports on Steve Barnes' brave battle back to health

On 23 September Virgin Trains driver instructor Steve Barnes, working a Euston to Liverpool service, stopped near Sutton Weaver to investigate overhead line damage on the opposite line. While obtaining a stanchion number Steve came into contact with a section of the fallen catenary wire and suffered serious injuries. After spending time in the burns units at Whiston and Wakefield he is now on the slow road to recovery.

Railway boys and girls being a close knit bunch, and modern



Nick Davidson, Jackie, Steve Barnes, Tony Dobson, Joe Wray and Mick Forecast

technology being what it is, the Lost Boys – a Facebook welfare group of ex-British Rail drivers' assistants – sprang into action as soon as we heard of Stevey's predicament. We had an online collection and more than 100 members contributed well over £1,300. A portion of this was used to commission a Class 87 model loco of

the *City of London* and flowers and chocolates for Steve's partner Jackie.

To say the small gathering for the presentation in Wakefield lifted Stevey's spirits is an understatement! There's light at the end of tunnel and, hopefully, we'll see Stevey back doing what he does best – up front driving.

QUOTE...

'To win a majority, the Tories need around 40% of the popular vote, and they are stuck in the low 30s, suggesting the golden thread between the Tories' twin strengths and electoral reward has been severed.' – *The Economist*

...UNQUOTE

Courage of Jack Mills and David Whitby recognised at last

ALAN MOSS
reports on the
naming of a loco
and unveiling of a
plaque at Crewe

The event was to honour Jack Mills and David Whitby, driver and second man working the Glasgow Central to London Euston mail train on 8 August 1963, a dark day in the history of the rail industry. The train robbery that took place changed the lives of these two men forever; both of them never recovered and passed away far too early.

The perpetrators of this crime have been portrayed, in some parts of the media, as sort of heroic characters. The truth is they

were hardened criminals who used violence to achieve their aims. They have been portrayed and glamourised in films and glorified in the pages of the press. Very few column inches were ever given to the men on the footplate. The event is often referred to as the Great Train Robbery, although what was great about it is beyond me. A lot of that was put right at Crewe station when, last month, a locomotive was named Jack Mills and a plaque unveiled in memory of Jack and David. It was humbling to be in the presence of Jack's grandson and David's sister at the event. Pete Waterman, the pop mogul renowned for his passion for the railways, unveiled the plaque and spoke about train drivers and the job we do.

A large number of local drivers,



Paul Fowles and John Hill at the naming ceremony and (left) the plaque in memory of Jack Mills and David Whitby



past and present, were in attendance and current TOCs and FOCs forgotten as solidarity and comradeship shone through. One RMS member present was John Hill who, early in his career, worked with Jack and David. Locomotive driver Paul Fowles had the honour of presenting a replica nameplate to Jack's grandson. Thanks to Sheila Breeze of Virgin Trains and Richard Cook, the north-west railway chaplain, who helped ensure two footplatemen finally received the honour they deserve.

VISION FOR BRITAIN

David Higgins, chair of HS2 Ltd, sets out his vision of the future of rail in *Rebalancing Britain*. His report reflects, he says, 'the UK's historic underinvestment in infrastructure' and 'our economic over-reliance on London' and offers 'a more equitable way ahead that enables city regions to realise their potential'



Tosh McDonald, ASLEF's vice-president, spoke at the Justice for Colombia workshop at the Latin America conference at Congress House in central London. He shared a platform with Christine Blower, general secretary of the National Union of Teachers, and Seumas Milne, associate editor of *The Guardian*

Red Ed will renationalise the railways with popular support – Guido's right-wing rant

Guido Fawkes, the website written from the perspective of 'the only man to enter Parliament with honest intention' by right-wing blogger Paul Staines, is required reading for the political class. Just before Christmas the site led on a YouGov poll for *The Times*' Red Box under the head Socialist Disease Returning – support for nationalisation of the railways on the rise.

'This is disturbing; it shows runaway support for renationalising the railways. Crowded commuter trains and shoddy services are blamed on the privatised rail companies. People forget how truly abysmal the railways were when they were nationalised and called British Rail. Despite more people using the railways and higher satisfaction levels the rail companies have a terrible reputation.

'The left goes on about public subsidies to private profit, which is true and something of which Guido would normally disapprove, however the alternative is to close the railway network. The truth is that very few railway services anywhere in the world outside metropolises are economically viable. So



Paul Staines (right) in the guise of Guido Fawkes reckons we've won the argument on public ownership

either the taxpayer subsidises rail travellers or we tarmac over the railways and introduce speed limitless auto-routes.

'The rail companies and the utilities better start investing in self-defence and explaining their case to the public. If they don't, the most left-wing socialist government since Clement Atlee will nationalise them – with popular support. The Blairite vaccination of the Labour Party has worn off and the socialist disease has returned. Red Ed and his increasingly probable coalition partners in the SNP are gagging to nationalise the railways...'

Resistance to Nazis on the railway in France

La Bataille du Rail is a film, directed by René Clément in 1946, about the efforts of French railway workers to sabotage the Nazi war machine in Occupied France during the Second World War. The movie, for which Clément picked up the best director prize at the Cannes film festival, is



a tribute to the Resistance, and was praised by critics as 'neither too didactic nor sentimental'. It has just been fully restored (old prints were often washed out) and is now available on DVD (£13.19 on Amazon).

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Swing Low, sweet chariot

SIMON STEPHENS and DAVE WEDDLE report from the Retired Members Section forum at Low Hall, Scalby, North Yorkshire

RAY JACKSON, the RMS chair, opened the forum, and we were once again blessed by the presence of our general secretary Mick Whelan and president Alan Donnelly. The GS spoke about the future of pensions, under attack by the Conservative government, how we are trying to keep pension payments low, and the staff travel situation, and Alan spoke of how strong we pensioners are; a powerful group because we are the ones who are sure to vote in elections. Alan said UKIP would be a disaster for this country, and train drivers working after the age of 65 is just sheer greed.

Tony West, national secretary, and Alan Taylor, treasurer, reported on their work, and that

of the National Pensioners' Convention, the European Federation of Retired and Older Persons, and the 500 Club.

It was rain, rain and more rain on Friday evening and many of us were marooned in the bar with a truly inspirational man, Bill Ronksley. The crisp, clear recollections Bill has of the people he has worked with and the places he's been, in a magnificent 72 years of active membership of ASLEF, were enthralling.

On Saturday Tony Nuttall and Alan Curtis of the Barnsley Retirees Action Group talked about the Freedom Riders campaign on travel concessions in South Yorkshire, and the vicious response from Northern Rail, and Tony Pearson of Unison told us, from a personal as well as a professional perspective, how the Tories are destroying the NHS.

On Sunday Ray introduced District 4 Organiser Nick Whitehead who talked about the long-running problems with pay on Northern Rail and how the company is deliberately using all sorts of delaying tactics including blaming the DfT for restricting



RMS members heard from Alan and Mick (above) and Nick (right) at Low Hall

what the company can and cannot do. Nick made it quite clear that there is free collective bargaining between ASLEF and the company, not the DfT.

If ever you get the chance to sit down with Bill Ronksley, do not miss it, not just for his vivid memories of the past but a positive view of the future and if ever you get the chance to listen to our GS, be it at a branch meeting, fringe meeting, march or rally, do not miss that either...

QUOTE...

'Thatcherism professed defiance against both the state and Europe: what a supreme irony, then, that its legacy involves the handing over of British utilities to nationalised European companies.' – Owen Jones in the New Statesman

...UNQUOTE

Coming together of the railway family

RYAN HOWE reports on a service to remember Ufton Nervet

Exeter branch held a memorial service on Thursday 6 November to commemorate 10 years since our friend and colleague Stan Martin passed away after the tragic accident at Ufton Nervet level crossing. It was good to see such a gathering of all grades, past and present.

The ceremony was held in front of the engine bearing Stan's

name, with speakers from FGW management and train crew (including Julian Brereton, the Exeter train manager on board that day), Railway Mission chaplains and GS Mick Whelan, who gave a poignant speech regarding the coming together of the 'railway family' when major incidents happen, and the ongoing pressure



Mick Whelan (above) at the memorial service to mark the death of Stan Martin (right)

being asserted on Network Rail by ASLEF to close or upgrade all our level crossings.

Stan's wife Deborah also spoke; a eulogy that was emotional, heartwarming and deeply touching, which brought home that as train drivers we do a job that is, yes, rewarding but also demands sacrifices, and that can have a devastating impact on our families if things, as they sometimes do, go wrong.



Special mention to Driver Dave Rutter for organising the service, Driver Rodney Cox the announcer, Driver Richard Hammond who played the keyboard and depot cleaner Kenny Steer for all his help.

Finally, it was good to hear the FGW operations director announce that Stan's son James, a train manager at Exeter, is soon to start his driver training, carrying on the family tradition; Stan would be proud.

DIABETES NOT THE END OF THE LINE

First Hull Trains driver Graham Danby, a type 2 insulin dependent diabetic, was removed from the driving grade in 1998 because of his diabetes, but fought hard for the right to drive trains. In 2008 he won his diabetes battle and was re-trained.

But in October 2013 Graham was removed from driving duties again due to failings in the previous management's risk assessment and monitoring systems. Chris Vickers, local rep, and Terry Wiseman, health & safety, fought hard for him to return to full driving duties. They carried out extensive research and compiled an individual risk assessment, and method of monitoring, for Graham and other diabetics which was approved at all levels, including by the Office of Rail Regulation. First Hull Trains also drew up a standard based on their research.

'Driver Danby was returned to full driving duties last year,' said Chris. 'We think this is a massive step for diabetics.'

FARE'S FAIR IN THE CAPITAL

Londoners say Tube fares are too high, according to a new YouGov survey. Commuters in the capital, asked what should be the priority for London Underground, opted for lower fares (49%) ahead of longer hours (16%) and more frequent services (9%).



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Time for a bold offer to the public on our railways



Former Shadow Transport Secretary MARIA EAGLE calls on the Tories – and Labour – to ditch the dogma

I WANT to thank the affiliated rail unions – ASLEF, the TSSA, and Unite – for the support they gave me during my three years as Shadow Secretary of State for Transport. It would have been much more difficult to do the policy development work I did without that assistance. I'd like to thank railway staff, too. Along with RMT members, your campaign to Keep the East Coast on Track and the Better Rail campaign have been magnificent examples of trade union campaigning that brings together passengers and staff to create a better railway for all.

I am clear that – whether it's buses, trains, cars or active travel – transport matters to everyone. Our public transport services are an absolutely vital public service. It's 21 years since the disaster of rail privatisation and one thing I know for sure, just months ahead of the most important general election for decades, is this. Now is not the time for business as usual. Now is the time for a bold and sensible offer to the public on our railways.

PRIVATISATION DOESN'T WORK

We've been dealing with the costs and fragmentation of rail privatisation for a generation. We can tell it doesn't work. It's wasting money hand over fist and costing taxpayers and travellers dear.

It's ideologically driven – employing the rhetoric of getting the rigour of the market into the provision of our transport networks – but it doesn't actually work very well. The public still pays for all the investment, for new rolling stock and upgrades, and we have the highest and most complicated fares in Europe. So what exactly are the private operators contributing?

As for rail franchising – two years after the meltdown of the West Coast main line franchise competition we can see more clearly than ever that the system has become a front for handing lucrative licenses to print money to the franchise operators at the expense of the rail traveller and the taxpayer.

That is why I am proud of our commitment at the National Policy Forum to 'review the government's failed franchising policy as a priority, after the chaos of recent years, to



Maria (above right) knows that public ownership offers a better deal to passengers and taxpayers than privatisation



safeguard taxpayer and passenger interests and put in place a system that is fit for purpose.'

And let's be clear. That system doesn't have to be franchising – and it shouldn't be in my view. There's a reason no other country in the world runs their railway like we do – it just doesn't work well enough. We're not getting value for money from the massive investment we put in as taxpayers and from the high and ever increasing fares travellers, especially commuters, have to pay.

FRANCHISING FIASCO

The East Coast should be in public hands as a not for private profit comparator to the other operators. Because the East Coast has paid back more than a billion pounds in premiums and dividends over the last five years. And let's not pretend it would have been the same under a private operator. The last two who tried handed back the keys part way through their franchises and left us in the lurch to pick up the pieces and the costs.

Why rush to privatise the East Coast ahead of the general election? Two reasons – the Tory dogma of free market ideology, which insists it is better when all the evidence shows it isn't, and to restrict Labour's policy options. They cannot stand a publicly owned and operated firm showing the private sector how it's done.

It's madness to disrupt the service again – to forego £50 million in profit and £1 billion in premium payments for the uncertainty of a risky private operator. Ministers should be promoting what works instead of relying on political dogma. There is no financial or operational case for this privatisation. It is a transparently political act.

And if that were not bad enough, the real scandal is the gerrymandering of 11 other franchise competitions which is seeing millions in extra costs piled on the taxpayer and travelling public. The Brown review was

quite clear. The DfT can only cope with one inter-city franchise competition a year. The consequence? Lengthy franchise extensions with *no* competition and *no* option for Directly Operated Rail to take them on. Talk about placing yourself over a barrel in negotiations with the private operators. It's become a myth to talk about competition since the franchising fiasco.

A BETTER FUTURE

We saw, on the West Coast main line, a four-and-a-half year extension to Virgin with no competition and the government negotiating a lousy deal – £64 million less in payments from Virgin Trains over the first year alone. On the Great Western, a three year extension – no competition. And what about Southeastern? You might think that if 40% of your trains run late and you are rated the worst for passenger satisfaction out of 23 rail companies, you might lose your franchise, or be made to pay some penalties? Not a bit of it! So desperate were they to flog off East Coast that they handed Go Ahead a franchise extension of four years – with a record like that! So much for the rigours of competition!

Let's get the dogma out of our railways. The way East Coast has been run over the last five years can point the way to a different and better future for our railways. Every inter-city rail franchise will expire during the next Parliament, so the outcome of our review of franchising really is the key to a better future for our railways.

○ This is the text of a speech, which won Maria a standing ovation, that she made at a TSSA rally on public ownership in the LabourList marquee at the Labour Party conference in Manchester.

THE £250 MILLION QUESTION

– how do we persuade Ed Miliband to bring Britain's railways back into public ownership?



A key pledge in Labour's manifesto at the general election in May will be to change the law to allow a state-run operator to bid for rail franchises in Britain.

GREGOR GALL reckons that's an expensive option that won't work in practice

You can't always get what you want but if you try sometimes you get what you need

As long as I can remember, it has been the policy of all the rail unions to demand and campaign for the bringing of the railways back into public ownership. I'm sure this was also the position before the railways were privatised from 1994 onwards, as the unions campaigned against the process that culminated in the passing of the Railways Act on 5 November 1993. The main target of the campaigning, of course, has been the Labour Party. The rail unions, as affiliates to the party, including the RMT up until 2003, have sought to not only get a public ownership policy passed but also – critically – to get it implemented when Labour was in government.

CLEAR RED WATER

Despite the opportunity after the collapse of Railtrack in 2001 and Network Rail being created by the then Labour government to take over Railtrack's responsibilities as a not-for-profit state company, we still don't have public ownership of our railways. This point has been emphasised further by Network Rail taking in-house much of the previously contracted out maintenance and development work of the lines – because more than 20 train operating companies are still in

private, not public, hands.

Ironically, as ASLEF's general secretary Mick Whelan often observes, we do have some state ownership of Britain's railways – but just not the right state. He's referring to the many franchises being run by the state-run railways of France, Germany and the Netherlands.

All this means that Labour's new policy to allow public sector bodies (and not-for-profit firms like mutual and co-operatives) to bid for rail franchises when they come up for renewal seems like something of a welcome departure. It is likely to be a key part of the manifesto on which Ed Miliband will fight the general election in May as he tries to create some clear red water between Labour and the Tories.

BIG BUSINESS

But scratch beneath the surface and it looks like a very poor way of trying to square the circle between two opposing forces. One is the alliance of the rail unions, other trade unions, and the public who all want public ownership. The other is the big business interest, the Tories and their right-wing friends in the media who pretty much oppose all state ownership as it allegedly deters enterprise, initiative and the free market.

Aside from being appalled that Labour should continue to reflect the views of those who are its enemies, you might be led to think this compromise is a useful way to get the foot of public ownership in the door. Once in the door, more can be prized out. Sadly, this is just not the case.

Let's look at the mechanics of what is likely to happen if Labour wins the election and implements its policy. A public sector organisation would require the knowledge and expertise to make



a credible bid. More than anything else this is a question of money – in other words, money to pay for accountants, lawyers and industry experts to put together a tender. How much would that cost per bid?

QUESTION OF MONEY

Figures from 2012, when four companies were compensated to the tune of £40 million as a result of the debacle of the West Coast franchise bidding war, suggest this will be £10 million per bid. Add on inflation to take account for when the franchises come up for renewal from 2015 onwards and we are looking at something £11-£12 million per bid. With more than 20 franchises to bid for, this amounts to something approaching £250 million.

At a time of continuing austerity for the public sector, and with Labour pledged to continue with this and not raise substantial new taxes on the rich, it's not at all clear where the money to make a bid will come from. It's hard to see even all four rail unions together being able to stump up some of that sort of money.

Making the bid is necessary but not sufficient to get the franchise. Criteria will be applied on standards of service, investment, ticket prices and so

on. The long and the short of it is that there is no guarantee that a public sector bid would win especially because offering lower fares and more investment might make it lack credibility with the criteria of financial viability.

Aside from the money to make the bid, where would a successful public sector tender get the money from to rent the rolling stock and everything else that is needed to run a railway? Would it be able to borrow from the government or would it have to go to the banks?

RAMPING UP PRESSURE

Would it not be easier and cheaper by dint of legislation just to bring the franchises back into public ownership when they expire (thus avoiding paying compensation if contracts were cut short)?

Sometimes, the answers to longstanding problems really are that simple. But generating the political pressure to make it happen is not. Back to the need to continue campaigning and ramping up the pressure on Ed Miliband and the Labour Party by any means necessary.

● **Gregor Gall is Professor of Industrial Relations at the University of Bradford, Visiting Lecturer in International Labour and Trade Union Studies at Ruskin College, Oxford, and a visiting lecturer at the University of Hertfordshire**

ON THEIR WAY TO WESTMINSTER

The last ASLEF Member of Parliament was Archie Manuel, Labour MP for Central Ayrshire, who retired in 1970. This year we want to help another train driver arrive at Westminster. KEITH RICHMOND reports on three members who are standing at the general election in May

ANDY BOTHAM, 48, a train driver for 25 years, is standing against Patrick McLoughlin, the Secretary of State for Transport, in Derbyshire Dales. He is trying to overturn a Tory majority (over the Liberal Democrats) of 13,866 (Labour finished third, 1,500 votes behind the Lib Dems, in 2010) but has several things going for him. He's a local boy, born and brought up in Matlock, in the heart of the constituency, not a Conservative carpetbagger – apart from ten years 'down south' he's spent his life in the town – he knows about transport from the sharp end, not from 'driving a desk,' and the Lib Dem vote will collapse and 'it won't be going Tory.'

Andy left school at 16 and worked on building sites for seven years before joining British Rail, at Redhill, in 1990. 'I was Gordon Everest's second man on ballast trains, he talked



to me about politics and I started reading *The Observer* instead of the *News of the World* and *The Guardian* instead of the *Daily Star* or *The Sun*. He leant me *The Ragged Trousers Philanthropists*, the novel by Robert Tressell about workers in the building trade, and I can tell you not much has changed since he wrote it in 1910.' Andy was LDC at Redhill – 'I was young and gobby' – and Derby, company council on Midland Mainline and East Midlands Trains and stood, unsuccessfully, against Mick Whelan and then Dicky Fisher for the job of District 6 Organiser.

He'd been a member of the Labour Party since the days of John Smith but grew increasingly disenchanted with the betrayals of Tony Blair's New Labour government after 1997. 'The Iraq War in 2003, coupled with the refusal to let Ken Livingstone stand for Labour as Mayor of London, were the tipping points for me. I left.' He flirted with Arthur Scargill's Socialist Labour Party – 'a manifesto commitment to renationalise the railways' – but when Tony Benn told him, on a train, that just as 'there are still some Christians in the church, there are still



HOWARD KAYE, 51, a train driver all his working life, and now a member of our executive committee, is standing against Jeremy Hunt, the Secretary of State for Health, in South West Surrey, a constituency comprising Farnham, Godalming and Haslemere. It's a tough nut to crack – in 2010, the Conservatives got 33,605 votes, the Lib Dems 17,287, and Labour 3,419 – and Howard is realistic. 'Of course I'd like to win, but the definition of success here would be getting our share of the vote (6% last time) into double figures. But it's important Labour puts up a plausible candidate in every constituency, to give everybody, everywhere, a chance to vote for the party, and because the aggregate vote, across the country, will legitimise a party that falls just short of an overall majority in Parliament.'

Howard was born and brought up in Hunslet, south Leeds, and joined the railway when he left school at 16. He became a driver's

assistant at Neville Hill and then, five years later, passed out as driver and now works for East Coast out of King's Cross. He's always been active in the union – LDC rep, branch secretary, company council, AAD delegate and ASLEF trustee – and was elected to the EC in 2012.

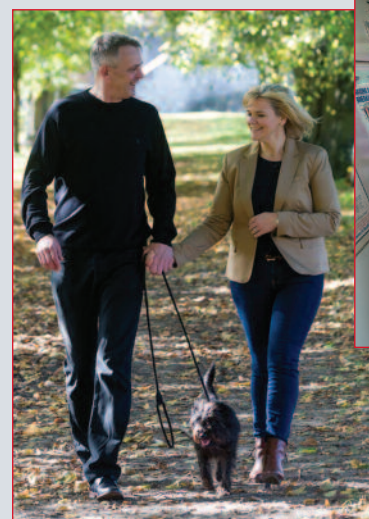
'I've always voted Labour. Through life experience, where I was born, my circumstances – I was brought up by a single mum, who catered for us as best she could – but I saw the inequality in our society first hand, the unfairness in our country between those who have and those who haven't.'

Howard jumped at the chance to stand in the constituency where he lives when he was invited to put his name forward. 'Labour weren't going to parachute Stephen Kinnock in here,' he says dryly – the son of Neil and Glenys, and husband of Helle Thorning-Schmidt, the Danish Prime Minister, is standing in Aberavon, with a Labour

majority of 11,039 – 'and I think Jeremy Hunt needs to be challenged on what his policies are doing to the NHS, and to this country. I didn't want an unwilling volunteer; I thought we should run a proper campaign. I'm giving it 110%, to raise the profile of the Labour Party, and I always mention my trade union, because I'm not ashamed of that. Too many people coming into Parliament are career politicians who have never done a proper job.'

He's run an energetic campaign, getting a lot of coverage in the local press, especially for his campaign against the closure of the last six care homes directly run by Surrey county council, one of which, Cobgates, is right in the heart of Farnham. It's a decision, by the Conservative-controlled county council, which has had the Conservative MP, and Health Secretary, twisting in the wind.

So why should the voters in South West Surrey vote for him? 'Because I will work to stop the



NHS being privatised; I will resist TTIP, the trade deal that's an assault on democracy; I will campaign for more social housing, which is totally lacking in South West Surrey; and I will fight to bring back a truly integrated national railway, in public ownership, for all those passengers fed up with paying more than £4,000 to get to work.'

some socialists in the Labour Party' he rejoined and rebuilt the party in Matlock.

He stood, unsuccessfully, for the district council in 2011, and then successfully for Derbyshire county council in 2013, becoming the first Labour councillor to represent Matlock for 85 years. 'The last time Matlock had a Labour councillor it was Charles White and I went to a school named after him; that's how long ago it was.' White later stood for Labour in West Derbyshire against the Duke of Devonshire's brother and beat him by 561 votes to get a seat at Westminster, which might be a good omen.

Andy was made deputy cabinet member for jobs, economy, and transport on the county council and, in November, became cabinet member for council services. 'We've had to implement this Conservative government's cuts but we've done it in such a way that it hasn't impacted on the poorest people in the Peak District. We've introduced the living wage at the council, and for our suppliers, we've had nothing to do with work fare or zero hours contracts, and we've blacklisted the blacklists in Derbyshire.'

Can he win? 'I wouldn't be standing, and putting in all this work, if I didn't think I could win. The Lib Dem vote is going to collapse and they're not going to vote Conservative. Parliament needs more normal, working people. There are far too many public school educated professional politicians who have no idea what real life is like. I am in touch with the everyday needs of the people in Derbyshire Dales in a way that Patrick McLoughlin, frankly, isn't.'



Howard with Rebecca in leafy Surrey; in the train driver's seat; and lying down with the lion and the lamb in Farnham

TOM CORBIN, 38, a train driver for 13 years, is standing against John Glen, the sitting Conservative, in Salisbury. In 2010, the Tories took 23,859 votes; the Lib Dems 17,893; and Labour 3,690.

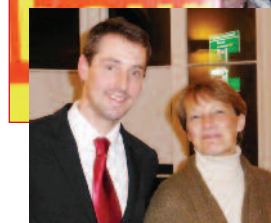
Tom knows he has a mountain to climb but, in 2013, he was elected, against the odds, with his wife Caroline, onto the city council in Salisbury where he has lived and worked all his life. On his Twitter account Tom, a popular and hard-working member of the council, proudly describes himself as 'train driver, trade union activist, city councillor and Labour's PPC for Salisbury.'

Tom, a driver with South West Trains, credits the 'inspirational talks' of Simon Weller, our national organiser, for helping him to 'finally overcome my disdain for the Tony Blair years and become active in the local Labour Party.' Simon persuaded him that you can only change something – in this case the party but in the long term the country – by getting involved.

'My activism was born out of anger at the way management in the railway industry treats its staff. In my previous occupation, in the aircraft industry, there was a blame free culture which worked really well and a great deal of respect between all levels of staff. My perception of the railways is a little different.

'Five years ago I made the decision to stand to become a local councillor, partly because of Simon's talks and partly because of a belief that, in Conservative-controlled Salisbury, people were being poorly represented by councillors who were out of touch with the needs of local residents.

'Alongside me as city councillors for Bemerton ward I



Tom with wife and fellow councillor Caroline and ASLEF's Annie Rutter in Sarum; on the stump with Mike Osment, Caroline, and Ricky Rogers; with Andy Botham outside the Labour Party conference in Manchester; with Caroline, Simon Weller and the branch banner; and with South West MEP Claire Moody



have two Unison members, Mike Osment, and my wife Caroline, and for Caroline and me this was our first big campaign, but the steep learning curve and experience was massively helped by ASLEF. Mick Whelan, Simon Weller and the EC agreed to fund a very intensive political course. There can be no doubt that the lessons learned did not stop with me. We were the only ward in Salisbury to have a clean sweep of Labour candidates.

'Salisbury still has a Tory majority – the county is very rural, and traditionally a Conservative area, but the city has strong pockets of Labour – and Labour has come from very poor election results in 2009 to a strong second voice for the city in 2013 and, at the general

election, I am very much looking forward to doing something else ASLEF has taught me – to punch above my weight.

'It's been a privilege to be a councillor, and it would be an enormous honour to go to Westminster, and although it's been quite a challenge the last few months have been the proudest period of my life. I've got a proven track record of representing people and this is an opportunity to come back at John Glen.

'There's a two-way choice at the general election, not just in Salisbury but in the country. Between a continuing Conservative government and the Labour alternative. And that will, I think, concentrate minds at the ballot box in May.'



Archie Manuel, who was born in Morvern, Argyll, in 1901 was a train driver, ASLEF member, and union activist who wanted to make the world a better place. He joined the Labour Party in 1927 and was elected to Ardrossan town council and then Ayrshire county council. Archie was elected Labour MP for Central Ayrshire in 1950; re-elected in 1951; lost the seat in 1955; but won it back in 1959 and held it until he stepped down in 1970. Archie, who died in 1976, was the last train driver and ASLEF member to sit in Parliament.

Should we stay or should we go?

The EU, along with immigration and the NHS, is one of the key battleground issues which will help people decide which way to vote in May. In the first of three articles MARZ COLOMBINI, EC member for District 1, sets the scene for an informed debate over Britain's continued membership of the European Union



WITH the recent high levels of media attention focused on UKIP and, before them, on the now withering BNP – both hard-line right-wing parties with strong anti-EU agendas – it is understandable that many of us might fall into the trap of thinking that withdrawal from the European Union is, fundamentally, a right-wing ideology. The truth, however, is something altogether different.

The far-right does not have a monopoly on Euroscepticism. Arguments against EU membership are not confined to the anti-immigration diatribe of Nigel Farage, the UK Independence Party and Little Englanders preaching the gospel according to the *Daily Mail*. Tony Benn and Bob Crow were both passionate and committed Eurosceptics, and Michael Foot's 1983 Labour Party election manifesto had withdrawal from what was then the European Economic Community as one of its central principles.

ARGUMENT FROM THE LEFT

The argument from the left has always been that the European Union, driven by free market dogma, undemocratically foists upon all of us a neoliberal agenda of deregulation which, in the name of free market competition, promotes the privatisation of our public services. A current, and particularly disturbing, example of this would arguably be the imposition of the Transatlantic Trade & Investment Partnership (*Journal*, December) which as well as opening up our NHS to further privatisation could bring about deregulation of the banks and threaten workers' rights right across Europe.

From an ASLEF-specific perspective deregulation is a barrier to the renationalisation of our railways and is particularly damaging in the freight sector where the introduction of the (currently staved off) Fourth Railway Package would be a considerable obstacle and would further perpetuate a competition driven race to the bottom in our industry. It should be recognised that while it was the Tories who privatised our railways, it was EU directive

9/440 that made it a legal requirement for private companies to be allowed to operate rail services.

VITAL TO OUR ECONOMY

There are criticisms from both ends of the political spectrum relating to the levels of bureaucracy and the lack of democracy and accountability within the EU structure.

Perhaps in light of our internationalist values, and a profound mistrust of nationalism, it is hardly surprising that many of us on the left of British politics view those who would terminate our EU membership with deep suspicion. This is possibly one of the reasons why what I will refer to loosely as our political centre-left continues to embrace the EU so warmly.

That said, it is clear that there are significant trade and employment benefits for the UK arising from EU membership. The European Union is a massive trading bloc, accounting for more than 50% of our trade, bringing in around £400 billion each year. It is estimated that 4.2 million UK jobs are directly associated with exports to the EU equating to over 13% of the nation's workforce.

While it is beyond question that, in the event of our withdrawal, much of this trade and, consequently, the associated jobs, would be lost it is difficult to assess the extent of any

such loss. These trade and employment benefits are vital to our economy and are seen as a strong argument for retaining our membership. So perhaps it should be argued that it is not the anti-Europe position that is associated with any particular side of the political fence but, rather, the reasons for arriving at such a position.

I have, for as long as I can remember having held an opinion on the subject, been pro-Europe, and as things stand my view remains broadly unchanged. My own position might best be expressed by saying that I support a European Union but not *this* European Union.

SERIOUS CONSEQUENCES

What I am certain of is that either our ongoing EU membership or its termination will have serious consequences for working people and we should not avoid the associated arguments for fear of being linked with the political right.

With the 'should we stay or should we go' argument becoming progressively more central to UK politics perhaps it is time for ASLEF and, possibly, the wider trade union movement, to consider the question from a specifically left-wing and, dare I say, socialist perspective and adopt a position one way or the other, on our membership of the European Union. The debate is out there, and we should not be afraid to engage in it.

ASLEF went to the European Parliament in Strasbourg to protest about the proposed fourth railway package (left) while Nigel Farage (above left), MEP for south-east England, wants Britain to withdraw from the EU

Working together for the good of everyone

KEITH RICHMOND talks to train driver, trade union stalwart, and FirstGroup worker director Mick Barker about his life on the railway

WHEN, three years ago, the Secretary of State for Business, Innovation and Skills, Vince Cable, suggested it might be a good idea for employees to have a representative on company remuneration committees, there was a furious reaction from big business. The chairmen of FTSE 100 firms angrily lobbied their Conservative chums in the coalition government, Nick Clegg refused to back his colleague (and rival for the Lib Dem leadership), and the idea was quietly dropped.

The irony is that Cable thought he had picked the soft option. When he put his plan forward, to allow employees to use a mechanism 'that already exists' to 'discuss issues about the company for which they work, including their bosses' pay,' he argued: 'It is more practical, and less problematic, than trying to put worker representatives on boards.' Which prompted many people to wonder what is wrong with having workers in the boardroom, especially as that is the successful model in post-war Germany.

THE RAILWAY OR THE DOCKS

The Confederation of British Industry and the Institute of Directors lobbied, privately and publicly, against workers in the boardroom. But one company, FirstGroup, has been happy to welcome a worker on board. He's Mick Barker, a train driver with First Capital Connect, and ASLEF member, who was voted onto the FCC board eight years ago and then onto the board of the holding company three years ago.

'Employee directors are a good idea – you have a responsibility to the company, as well as the employees – but I was made welcome by the board of directors and fully included in meetings where huge decisions, involving commercial confidentiality, were made. I'm not there to represent just ASLEF members, but RMT, TSSA and non-union members, too, and I do what I can for the employees, and the company, without being involved in collective negotiations or pay rises. I think it's beneficial, to the company, and to the employees.'

Mick is a railwayman to his marrow. He was



Mick Barker was appointed to the board of FCC as employee director in January 2007



born at Clacton-on-Sea, Essex, in 1958 and brought up in Harwich where, when you left school, 'it was either the railway or the docks.' He opted for the railway and, in 1976, found himself at Parkston as a British Rail traction trainee on £37.30 a week. He liked 'the respect for each other you have as part of the railway family' while he learned to work, amongst others, loose fitted trains 'which took real skill as there were no brakes on the vehicles of the train.'

On his first day 'I was given two forms – one for my pension and the other for ASLEF, which topped the pension as far as I was concerned' and he's been loyal to the union ever since. 'Unfettered power leads to nasty things – look at zero hours contracts – but the value of a good union, like this union, has been crystal clear over my years in the industry. It's about fairness, about standing up for yourself – collectively, together – for what is right. And it was, practically, about moving to privatisation without redundancies.'

RAILWAYMAN TO HIS CORE

As a young man at Parkston he was influenced by reps such as Graham Turner, Charlie Howlett, Jack Hammond, and 'a very, very young Andy Morrison – I was his second man.' Mick moved to St Pancras in 1984 but 'the depot had no soul' – unlike Harwich, where drivers tended to live, and drink, locally, drivers working out of St Pancras came from all over the country – but British Rail, ahead of privatisation under the Railways Act of 1993, created Network South East, and while some drivers moved to Euston, others went to Bedford where 'there was a bit of banter, and a sense of community.' Mick fondly remembers Bill Stevens, a train crew supervisor, 'a railwayman to his core,' John Gibbs, and Bill Davies 'top banana at Bedford,' who wrote about golden handshakes, ghost links and

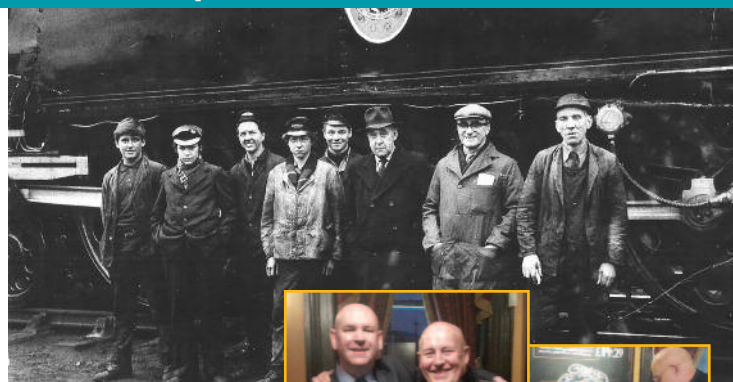


■ A worker director is an employee, elected to the board of directors of a company, by the other employees. The Bullock Report in 1977 recommended worker participation as a way of improving industrial democracy in Britain, solving industrial relations problems, endemic at the time, and bringing extra skills and expertise into the boardroom. The models for Britain, said Sir Alan Bullock, should be Germany and Sweden. Germany, which is Europe's strongest and most dynamic economy, has a much longer history of employee participation. Worker councils were encouraged under the *Arbeitsverordnung* of 1890; the *Drittelbeteiligungsgesetz* of 2004 lays down that firms with more than 500 employees must have one-third of its directors elected from the workforce.

stars – the 1965 deal negotiated by ASLEF that saw firemen become second men – in the *Journal* in October. 'I learned a lot from Bill; he was interested in being collegiate, and getting agreements with management, working together for the good of everyone,' and Fred Orton Jones, who displayed 'absolute coolness under pressure, and prepared so well.' Ray Buckton and Lew Adams were other heroes, too, which stood him in good stead when he stood for election to the board.

First has had employees on the boards of its operating companies – and its group board – for several years and says employee directors are a 'central part of the company's decision making.' The firm believes it is 'beneficial for employees to be represented so important employee-related issues can be raised at the highest level and a two-way communication process between management and employees is maintained.'

Mick says modestly: 'I'm enjoying being a employee director, and I like to think I've made a difference.' The workers, and the company, think he has.



Piece of cake

Trevor Finch picked up his 50 year medallion from the GS at a Battersea branch meeting at the Bag O'Nails on Buckingham Palace Road. The branch would also like to thank NO Simon Weller, DO Graham Morris, EC member Marz Colombini, and our company council,

including Roy Luxford, who's recovering from a long bout of sickness, for attending. There were also long service awards to Joe Attard and Jim Lambert (40); Danny Nash (25); Terry Sanders and Richard Hills (10).

Pas Luongo, branch secretary

Trevor celebrates 50 years on the railway and (top) with hair (he's the one on the far left) with the cleaning gang on the locomotive Winston Churchill the night before it was used to pull the funeral train of the man himself in 1965.

Half a ton up

We were delighted to present Brother Brian Watts with his 50 year membership medallion and a belated retirement certificate, timed to coincide with a visit by District 6 EC member Dave Calfe and Lead Officer Dicky Fisher. Congratulations to Adrian Hewitt and Paul Whiteside who were successful in the ballot for two LLC positions – the incumbents, Jim Urquhart and John Reid, decided not to restand – and commiserations to Jon Culman who only missed out by a few votes. On behalf of Bedford branch I'd like to thank John, for



Dicky, Brian and Dave

the work he has put into the role over the past three years, and Jim, a font of knowledge, who has held a position on the union as long as I can remember as branch chair, LLC, and company council. Enjoy your time away from the hot seats, gents, you'll be missed!

Rob Reddan, branch secretary

Cheers, Barry

Barry Simmons, chair of Bishop's Stortford branch, on his penultimate meeting as an officer before retirement, was congratulated on 34 years' service by DO Nigel Gibson and presented with a tankard and a collection which showed his popularity at the depot. We all



'But it's empty, Nigel,' says Barry

wish him well. Company council rep Alan Edwards briefed

us on the forthcoming transfer of Chingford depot and the majority of inner suburban work on Abellio Greater Anglia to LOROL. Tony West, secretary of the RMS, told us about their work and Alan Taylor, treasurer of the RMS, talked about the National Pensioners' Convention.

Richard Roscoe, branch secretary

Upcoming events

ASHFORD – THURSDAY 8 JANUARY

Southeastern retired and working members' reunion from 11.00 at the Ashford Railway Club, Beaver Lane, Ashford, Kent, TN23 7RR.

RAMSGATE – THURSDAY 2 APRIL

Southeastern retired and working members' reunion from 11.00 at the Red Arrow Club, Newington Road, Ramsgate, Kent, CT11 0QX.



Graham, Kevin and Marz (right) and the rest of the crew (above)

Badges, beer and curry

Southampton Northam branch welcomed EC member Marz Colombini, DO Graham Morris, company council Nigel Cummins and colleagues from Eastleigh branch to a long service badge presentation at the South Western Arms. Kevin Ely, who started his career in 1974 as a second man, moving to Windsor for his driver's job, then back to Eastleigh in 1983, Fratton in 1995, and the new depot at Northam in 2002, was presented with his 40 year badge. I think we take long service for granted, but 40 years in our trade union is something to

be proud of, especially as Kev is an active and loyal member of our branch. Badges were also presented to A White and M McQueen (35 years); A Loughlin (30); M Dungey (25); E D'Bell (15); N Hockley, M Sellers and M Snelgar (10); and T Standing (5). Members not able to attend included M White (25); P Bicknell (15); P Bennett, K Cuff, A Day, S Hoare and C Ricquier (10). We then retired for refreshments and a home made curry provided by branch member and BEM rep Ed D'Bell and his dad Eddie. A really enjoyable day!

Dave Eagle, h&s rep



District 2 says thanks to Alan Donnelly for his time as EC president



The national organiser meets the Bristol crew

Bristol celebrate 1,505 years' service

Bristol branch welcomed NO Simon Weller, DO Brian Corbett and new EC member Andrew Hudd to a special occasion as members were presented with long service badges and retirement certificates. Before the presentations the national organiser gave a state of the nation speech which went down very well. Simon talked about many topics including new technology, de-skilling, Fisher Price activity centres, DAS, and the challenges train drivers face today. He concluded by stressing how important celebrations like this are, especially for those receiving 50 year medallions! He presented badges to Zoe Loundon-Godfrey and Anita McNulty (10 years); Gary Veale and Tony Marsden (15); Andy Bottomley (20); Andy Dalziel, Bernard Kennedy and Dave Stitfall (25); Shane Melanophy and Andy Wayte (30); Ray Shirley, Barry Fellows, Mark Gregory, Nick Edwards, Steve Bates, Ken Millard and Steve Awford (35); Roger Thomas and PJ Conway (40); and Grahame Nash and Bob Kent (50). Retirement certificates were presented to Steve Awford and Gary Veale who finished their railway careers earlier in the year. There were another 35 members due service badges who chose a less formal presentation at the depot. **Bernard Kennedy, branch secretary**

Art on the Tyne

Past and present members of Gateshead & Newcastle branch met for the annual NERSWA/ASLEF reunion at the Railway Club in Gateshead. GS Mick Whelan and District Officer Nick Whitehead officially unveiled our new branch banner and presented long service awards totalling more than 400 years. The branch was honoured that Arthur Gills, the artist responsible for the stunning artwork, was able to attend and the GS presented Arthur with a badge based on his paintings.

Rob Porter, branch secretary



Mick thanks Arthur (top) for his artwork and presents John Fairhurst (above) with his 35 year badge



Mick Holder looks back to January 1915 and life on the home front

A FRIEND IN NEED IS A FRIEND...

The world was at war and – as we have seen in the last few columns, looking back 100 years – the fighting in the fields of Flanders cast a long shadow. But the pages of the *Locomotive Journal* also shed a little light on life back in Blighty.

Thomas Ansell writes: 'I beg to tender my sincere thanks to benevolent fund members for the sum of £38 which I received from the Guildford branch secretary as a result of the call made on my behalf through failing to pass the eyesight test of the London and South Western Railway Company. I trust that all members will see the necessity of joining this fund, for when adversity overtakes us, a friend in need is a friend indeed.'

WALKING IN THE FOUR FOOT

Organiser H Parfitt reports: 'I was at Nantydyrry attending an inquest on a local resident, who had been found dead on the railway, having been apparently killed by a passing train. He was undoubtedly a trespasser who had not displayed ordinary caution, as he must have been walking in the four foot, being caught by a train travelling in the same direction. The railway was said to be a short cut to his farm and saved a 15 minute walk. We had a Pontypool member concerned in this case.'

ROW OVER ROSE IN YARD

Organiser Parfitt also reports on a special meeting at Landore branch over the threatened discharge of an engineman, Mr Rose, for refusing to take a shunting job in a yard which was strange to him, but which he was prepared to do provided he had a pilot man or fireman with him who knew the place.

'He was afterwards asked to resign, or otherwise he would be discharged. The meeting unanimously decided to support the engineman to any extent. Similar resolutions were passed at other branches where the facts had become known.'

Faced with the solidarity shown by his colleagues, management promptly changed their tune. They said Driver Rose 'could work on until he was 60 years of age' and Bro Rose said 'he was satisfied and accepted the settlement.'



Slade Green had a badge night (for service from five to 40 years) at the Royal Victoria & Bull Hotel in Dartford, location for our first branch meeting 100 years ago and a place where Richard Trevithick, who built the *Puffing Devil*, the first full size steam loco, also stayed. We were joined by EC member Marz Colombini, DO Graham Morris, and GS Mick Whelan; members were very impressed with Mick's knowledge and passion for the union and its members. **Richard White, branch secretary**

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JIMMIE PAULL A PASSION FOR PIRATES

It is with great sadness that I report the passing of retired Penzance driver, branch activist and LDC chair Jimmie Paull. To be blunt – and that's the way Jim would have liked me to describe him – he did not suffer fools gladly. If he had something to say, he would say it. If you upset him, look out! But I never heard a bad word said against him and he would fiercely defend any colleague on a disciplinary. Jimmie was proud of his position of driver and I had the honour of working with him for nearly 25 years until his retirement 11 years ago.

He was born in 1938 and

attended Lescudjack Grammar School, Penzance, where he met Kath who became his wife. Their son Julian was the apple of his eye. Jimmie started on the railway as an engine cleaner at Penzance at the age of 16. In 1960 he moved to Truro for promotion and stayed there for 10 years before moving back to Penzance for his driver's position.

Jimmie enjoyed snooker and euchre but rugby was his real passion. A stalwart of the youth section of Penzance & Newlyn RFC – he coached young players, arranged fixtures, drove the minibus and was chair for a while – it was a very proud day for Jim



Jimmie loved Cornwall, rugby and the railway

when Julian was chosen to play for Penzance Pirates. Jim will be remembered fondly, by staff and management alike, throughout Cornwall.

Derek Winn, Penzance

DARREN WILKIE BRIGHTEN YOUR DAY

Darren Wilkie, a driver at Fratton, was an exceptional character who made those around him laugh and smile. He never let life – or work – get him down. Any mishap would become an amusing anecdote. When Darren was in the mess, he would have colleagues in hysterics. It was a real pleasure entering the mess and seeing him there; you knew he would brighten your day.

One day he volunteered to join an organised 25 mile trek with no training. He armed himself with his 'Go for it' attitude and his muttered, 'What can be easier, put one foot in front of the other and walk.' Fifteen miles into the exercise he started the trek's first mutiny and retired to the pub nursing aching feet.

When Darren was diagnosed with cancer he didn't lose his effervescence though, sadly, he passed away on 16 November at the age of 49 leaving a wife and family of which he was extremely proud. They have lost an excellent husband and father; the railway has lost a unique character; and Portsmouth has lost a proud son.

John Glazebrook, Portsmouth & Isle of Wight

TERRY HIGGINS RAILWAY FAMILY

Terry Higgins, from Crewe, a driver for 49 years, who served on the LDC, has died at 75. Terry's was a real railway family. His father was a driver; his son Tim is a driver, too; and his grandson Niall is training to be a driver.

Two years ago Terry was asked to pose for a life-size figure, cut from sheet steel, depicting a railwayman, to stand near a simple park bench on a recently built walkway which runs from Crewe to Nantwich. The railwayman was chosen, with a Roman soldier and a Roundhead musketeer, to represent the history of the town.

From 1837 to 1968 one of the most common sights in Crewe was a steam locomotive fireman, with a long-handle shovel in one hand and a booty basket in the other, walking home at the end of his shift.

Marie Higgins, Shavington, Cheshire



Terry poses for the railwayman figure on the portrait bench of the Crewe to Nantwich greenway

TOMMY MULLINS BISCUIT BILLY

Sad to report the death of Tommy (Biscuit Billy) Mullins of Doncaster, a stalwart railwayman with 48 years' service. He started at Carr loco steam depot and worked his way up to the top link. When I took him to see all the A4s at York he couldn't stop crying, thinking about the old days, and driving them with royalty on board.

Malc Tait, ex-Carr loco

LAST JOURNEYS

Nottingham branch was shocked and saddened by the loss of two of our friends and colleagues taken from us far too soon. **PAULA HAYWOOD** (née Hewitt) passed away on 27 August after a long battle with cancer, aged 50, just short of her third wedding anniversary. Paula joined the railway in 1994, becoming a driver in 1998, and was active as a women's rep. She leaves husband Phil, and an extended family of five children, to whom she was devoted. **IAIN CARDER** passed away on 14 September after a long illness. He was 54 and leaves a teenage daughter. An ex-Coldstream guardsman, Iain joined the railway in 1984 at Coalville and arrived at Nottingham in 2000 via Toton. He was a branch and welfare committee member, well respected by young and old in every grade, and a gentle giant who will be missed by all.

Andy Jones, Nottingham

ALAN FATHERS LOVE OF GOLF

Alan Fathers, a quiet, unassuming man, who was liked by everybody, was 66 and, sadly, had very little retirement. His great love was golf; in fact, if he had started playing today, he would have been a professional (he played off two!) God bless you Alan, you will be missed.

Dave Weddle, Tonbridge Retired Members Section

ROY BAND LOYAL MEMORY

Further to Peter Smith's obit (*Journal*, December) Roy Band spent a lot of time in recent years organising reunions for men of the footplate (and their wives) in particular at Bristol Temple Meads. He will remain a loyal memory.

R Preston, former Southall branch chair

FINAL DEPARTURES

WILLIAM (BILL) PADGET was a lifelong QPR supporter who moved west to Taunton in retirement but still made regular trips back to London, meeting up with former colleagues. Bill had a keen interest in most sports; a regular at Somerset county cricket and a member of his local bowls club. **HARRY DICKENS**, born in 1931, was a larger than life character renowned for his mess room cooking skills, perfected during his time as a cook in the TA. Always seen with his trusty bicycle, fitted with numerous home made accessories, Harry was well-liked, and it was standing room only at his funeral. **RICHARD (DICKY) BUCKERIDGE**, born in 1920, was a railwayman from the age of 14. He paused his railway career to serve in the Royal Navy during the Second World War on frigates protecting the North Atlantic convoys and via the Arctic to Russia, acknowledged by Churchill as 'the worst journey in the world.'

David Humphrys, Stonebridge Park RMS



We welcome letters, either by email to journal@aslef.org.uk or by Royal Mail to **ASLEF Journal at 77 St John Street, London, EC1M 4NN**. Each month the writer of our **star letter** wins a rich range of ASLEF regalia.



Ghost links and stars

I very much enjoyed Bill Davies' article (*Journal*, October) on the 1965 manning agreement. Thanks to the hard work of ASLEF we managed to retain the second man grade until the late 1980s. Starred men still existed at depots and, as Bill explained, were receiving allowances for retaining their star. One problem was the deployment of guards acting as second men performing two jobs for no extra payment. In the late '80s ASLEF worked hard to implement the train crew concept that enabled guards to progress to the driving grades and progress.

Graham Baker, Bletchley branch

Protecting the workforce

Bill Davies' article (*Journal*, October) on the agreement protecting footplate jobs was very interesting. I remember in 1963 the top shed steam depot at King's Cross GNR closed and many firemen received redundancy notices and no offer of future employment. Including me. A few weeks later it was withdrawn but others weren't so lucky, including a fireman who started on the footplate two weeks after me. That's why the '65 agreement, protecting the footplate workforce, was such a great achievement by ASLEF.

P Begley, Bedford

Witchfinder Generals

Responding to Bro Potter (*Journal*, December) I'm afraid you miss the point, my friend. Although the great religions of the world do not preach the inhumanity to which you refer, it is a fact that for millennia fanatics have used religion in pursuit of territorial ambition and the imposition of the religion in which they believe. I would suggest you read about the Conquistadors, the Salem witch trials, and the Witchfinder Generals who operated in Europe for 200 years before exporting their horror to the Americas. Just a small sample of man's inhumanity being used to impose the beliefs of those in power.

I've not used any of the other great religions in pursuit of my argument for I do not know enough about them, only that Shia and Sunni divisions are to do with the succession after the Prophet Mohammed died and that Sunni and Shia are killing each other as I write.

Brother, you seem to be a devout person; it matters not whether you are Jewish or

WILL LABOUR RENATIONALISE THE RAILWAYS IF IT IS ELECTED?

With Labour's record in office, as regards the rail industry, I wouldn't bank on it. When Labour was elected in 1964, and the Beeching cuts were taking effect, the party did nothing to stop the line closures, despite promising to do just that in opposition. Forward to 1974, and the Labour governments of Harold Wilson and Jim Callaghan, Anthony Crosland did not like travelling on trains and thought it was time to wind up the unions so asked the Rail Conversion League how railways could be converted into busways. Then 1997 when British Rail was being broken up.

Although, in opposition, Labour had talked about renationalising it all, Tony Blair said railways were not his priority and that was that.

Two positive things did happen: the

winding up of Railtrack and formation of Network Rail; and more electrification. But it took (how embarrassing!) a Conservative-led government to nationalise Network Rail. With the real prospect of a Labour government in 2015 they talk of allowing Directly Operated Railways to bid for franchises, but have no plans to renationalise the railway. Whoever is in power after the election must realise the franchise system is in the last chance saloon. One more East Coast or West Coast debacle and it could well collapse under the weight of its internal ideological contradictions and pragmatic structural flaws; if that happens under a Conservative administration it would be really embarrassing.

JE Rimington, Maidstone, Kent

Christian for both believe in the Ten Commandments, but I will take issue with you on policing. Who do you suggest does the policing? The Taliban, Islamic State, the Magdalene Sisters? I am an atheist, by choice, not through ignorance, so what do you suggest for me? Freedom of religion means the right to choose, or not, as the case may be. It has nothing to do with the rights of women or how many accidental deaths are caused each year on our roads.

Len Worboys, RMS

What about us?

I have read the last couple editions of the *Journal*, especially the articles about the South Yorkshire Freedom Riders, with interest. Whilst wishing them every success in their campaign to restore free off-peak travel concessions, I feel it raises the question that ASLEF seems to be doing more at a national level to help these people than for many ASLEF members employed in the UK rail industry who receive no free travel from TOCs and FOCs. ASLEF should get its own house in order first and use every avenue to make sure all

drivers receive the same privileged or safeguarded travel concessions I get before concentrating on others outside our industry.

Rob Porter, Gateshead & Newcastle

You've been so generous

When I moved up from conductor to the driver's grade I joined ASLEF. I have suffered periods of ill health over the last 10 years and this came to a head in February. I had kidney failure; they tried using stents to unblock the bile ducts but this became more difficult and my consultant said my liver was not coping with the stenting. I was sent home under palliative care. Imagine my surprise when I was told that an appeal had gone out to branches on my behalf. I have been able to purchase a reclining chair for my lounge and various items to help my disability. I will use any remaining money to help make life easier. I would like to thank the branches for their donations; you have all been so generous. I would also like to thank DCC rep Steve Wright, LDC Lee Turner, Michael Gibbs, Lee Warnes, who has covered for me, and our branch secretary Paul Green. It has made me feel part of the ASLEF family and

I can't thank you all enough.

Peter Bacon, Norwich

Never begrudged my subs

I was diagnosed with cancer at the end of 2013. I'd like to thank District Organiser Nigel Gibson and Lindsay Neal at Thompsons solicitors for all their hard work, help and support, which has been fantastic. The same goes for Mick Carroll, my company council rep, who has been here the whole time and does such a great job to get the best for his colleagues. I've never begrudged my monthly subs and all I can say is that every single penny I've paid over the years has been worth it. Although it's a bit earlier than I'd intended, I'm now going to be joining the Retired Members Section. Before I do, I'd also like to thank my branch and mess room colleagues at King's Cross who have been so supportive and kept the banter going while I've been off sick via phone, email, text and messaging. You've been brilliant!

Jim Peters, King's Cross branch

Rocket science

Post script to the article concerning the hi-tech Japanese maglev train (*Journal*, December). The technology and development for magnetic levitation was a product of the BR technical research centre at Derby, not the Japanese, who only recognised the future of it. But I like your juxtaposition of the maglev

NEW LADS AND LASSES WELCOMED

What a worthwhile annual event the RMS annual forum is! We met at Low Hall, Scalby, and there was a warm welcome for the young lads of ASLEF, Mick Whelan, Alan Donnelly and Nick Whitehead, who gave us an insight into the present rail industry and our union. When I say young lads, that is relative to the age of the audience, which ranged from merely elderly to really ancient, but who, when they were lads and



The GS addresses the new lads and lasses at Low Hall

lasses did their bit for ASLEF, as member, AAD, LDC, branch officer, company council, EC, etc, and are still doing their bit today. Our union, a few years ago, went through a sticky patch. It is thanks to

the new lads and lasses ASLEF was rescued and made, once again, a union of which to be proud. Thanks for a great weekend forum.
Norman Henstock, Kirkby-in-Ashfield

article and the piece about slower than Stephenson's Rocket. Brilliant!
Chris Dodd, Derby

Part of the union

I am writing to say many thanks to Clive Chown and Bob Healey from Salisbury LDC who supported me when I had health problems; and a special thanks to Nigel

Cummins from South West Trains company council who represented me during my redeployment meeting. Due to their help, and professionalism, I have been reinstated as a driver. I also appreciate the support from my colleges at Salisbury. This shows how important it is to be a member of a strong trade union, even though we don't always agree on everything!
John Hayer, Salisbury

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METHODISM AND MARXISM



Tosh keeps rockin' from my son, a driver with 38 years' service. I read the article 'Bikes, beer, Marx & sparks, rock'n'roll and the railway' by Tosh McDonald (*Journal*, September) and am in almost full agreement. But his reference to Thatcher and MacGregor was spoilt by what he called them. He put them in the same category as his grandfather, who he rightly admired. As for the Salvation Army, it's a non-political Christian organisation respected for its work with the poor and underprivileged. Tosh should read William Booth's 'I'll fight' speech to see what the Sally Army really stands for.

Ray Barty, Leeds

I am a retired railwayman with 40 years' service who receives the ASLEF *Journal* from my son, a



BANBURY branch 103 has a number of badges for sale at £5 plus p&p, proceeds to Katherine House Hospice for looking after Brother Chris Farmer during his final months. Contact Jim Browne on 07717 847057 or jimbr0wne@yahoo.co.uk



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Tip my hat to the new constitution, take a bow for the new revolution

Three and a half centuries ago Charles I lost the argument, and then a war, over the divine right of kings. And then, as **KEITH RICHMOND** reflects, he lost his head

AT A little after two o'clock on the afternoon of Tuesday 30 January 1649, a bright but bitterly cold winter day, King Charles I walked from St James's Palace under armed guard, 'with colours flying, drums beating', to a scaffold erected in front of the Banqueting House on Whitehall, chosen by the regicides to make a point as sharp as the executioner's axe. The building, designed by Inigo Jones, and part of the Palace of Whitehall, was a celebrated symbol of royal arrogance and excess. Diplomats were entertained and elaborate masques held there, at great expense, beneath a Rubens ceiling celebrating the divine right of kings to rule. The 59 commissioners who put their names to Charles Stuart's death warrant – including Oliver Cromwell, Henry Ireton and John Bradshaw, President of the High Court of Justice – were drawing a line under the Age of Kings and ushering in a Commonwealth where all would be equal before the law.

Kings had been killed before, but always in battle, or in secret, by powerful rivals plotting for the crown; never in public, by their subjects, in the name of politics, Parliament, religion, liberty of conscience and representative democracy.

'A subject and a sovereign are clean different things' – Charles I

The famous triptych of Charles by Anthony van Dyck led to a contemporary joke about his infamous duplicity – the king was 'not just two-faced but three-faced' – and he died because no one would trust his word; he was always trying to do a deal, with Roman Catholic forces across the water, to restore him to the throne as an absolute monarch.

The English Civil War of 1642-1649 was fought along the fault lines of class, religion and ideology. It was really a revolution rather than a civil war – as Paul Foot wryly observed, only the English could describe a bloody revolution as a civil war – in which the people of this country rose up in defence of, among other things, Parliamentary democracy, and religious liberty, and ended up cutting off the head of a despotic and devious little man who wanted to rule, rather than reign, long before the French rebelled against l'Ancien Régime and sent Louis XVI to Madame Guillotine and the revolutionaries in Russia overthrew the old order and shot Nicholas II in Ekaterinburg.

This revolution – or civil war – and the



The fate of Charles I (top) was sealed after his defeat at Marston Moor (left). After his trial in Westminster Hall (above) the warrant (below left) for his execution (above left) was signed by 59 judges

decision to put Charles I on trial for treason – 'to overthrow the rights and liberties of the people of England...out of a wicked design to uphold in himself an unlimited and tyrannical power to rule according to his will' – was a pivotal moment in English history. It changed for ever the balance of power between monarch and Parliament – it would, really, wouldn't it? – but it did much more than that.

'A King of England once stood against the will of the common people and lost his head...George V would be well advised not to interfere' – George Lansbury when the king hesitated before asking Labour to form a government in 1924

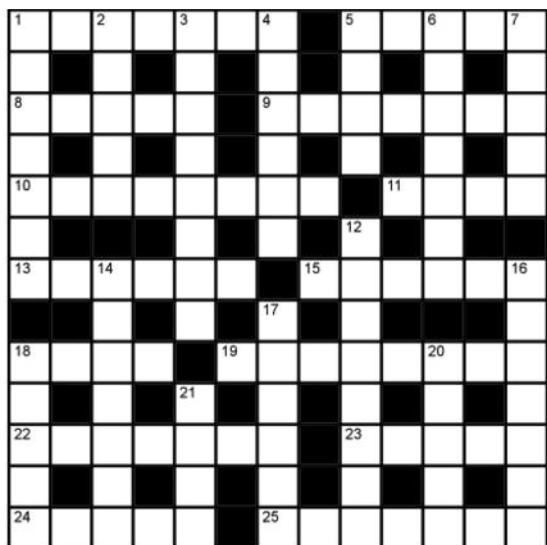
The Diggers and Levellers, Lollards and Anabaptists, revolutionaries and regicides, Parliamentarians and foot soldiers in the New Model Army, together with those who worked for Cromwell and the Commonwealth, established many of the rights and freedoms we take for granted today. The liberating act, in the middle of the 17th century, of cutting off the head of the king transformed the people of this country from subjects into

citizens, as it did in France 140 years later, and ushered in the Age of Enlightenment.

It was a revolution with political, religious, constitutional, cultural and social dimensions. Presbyterians in Parliament abolished episcopacy and the prayer book, effectively dismantling the Church of England, and the Courts of Wards and Liveries, ending feudal tenure. Soldiers in the New Model Army developed democratic, egalitarian, ideas during the Putney Debates. The Diggers proclaimed communal ownership of land. The monarchy, as an idea, as well as an institution, was abolished and England became a republican Commonwealth.

The execution of Charles I helped to shape the modern world in which we live and the liberties we take for granted. The revolutionary ideas and actions of the English working and middle classes undermined the myth of monarchy – and the established church – and ushered in a new era of democracy. It was an extraordinary time of political, religious and cultural upheaval which, with a suddenly unfettered press, saw the old world turned upside down. The people of England were swept up, in William Haller's memorable phrase, by 'a cyclonic shattering storm of the spirit' and those ideas – and actions – informed the revolutionaries in France in 1789 and Russia in 1917 and still echo down the centuries to us today.

Prize Crossword number 105 by Zebedee



Solution to prize crossword number 104 which appeared in the December edition of the *ASLEF Journal*

Across 3 Magnetise 8 Anon 9 Demerara 10 Rattle 13 Calls 14 Balloon 15 Col 16 Display 17 Veins 21 Eczema 22 Peculiar 23 Face 24 Originate

Down 1 Barracuda 2 Worthless 4 Added 5 Nominal 6 Tory 7 Surf 11 Policeman 12 Unashamed 14 Boy 15 Caution 18 Beret 19 Heir 20 Lung

Congratulations to **Keith Taylor** of **Cwmrhydyceirw, Swansea** who was last month's winner.

Across

- 1 Den (7)
5 Published slander (5)
8 Power of speech (5)
9 Sweet and innocent (7)
10 Wild and uncontrolled (8)
11 Nucleus and its electrons (4)
13 Nakedness (6)
15 Anguish, grief (6)
18 Wedding cake layer (4)
19 Autocrat, tyrant (8)
22 Provoke to creativity (7)
23 Slang word for

money (5)

- 24 Gatekeeper's cottage (5)
25 Carry all (4, 3)

Down

- 1 Enjoy yourself (4, 3)
2 Golf stroke (5)
3 Dish made from eggs (8)
4 Desperately sad (6)
5 Company trademark (4)
6 Buoy up (7)
7 Doctor's stand-in (5)
12 Puzzle in which points are joined up (3, 2, 3)

14 Robed (7)

- 16 African tusked beast (7)
17 Completely quiet (6)
18 Budgie's quavering sound (5)
20 ___ a lift, hitchhike (5)
21 American political assistant (4)



MARKS & SPENCER

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Thanks for all your responses to the 104th ASLEF crossword in the December edition. If you successfully complete this month's crossword please send the solution to the Editor, *ASLEF Journal*, 77 St John Street, London, EC1M 4NN by 14 January

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SACKINGS OR OTHER PROBLEMS AT WORK Harassment, discrimination or bullying? If your local, branch or district representative is unavailable, call the Industrial Relations department at union headquarters (020 7324 2400) or email info@aslef.org.uk

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